

# ***CALTRAIN BLENDED SERVICE UPDATE***

**May 3, 2012  
CHSRA  
Board Meeting**



## **BACKGROUND**

- On April 18<sup>th</sup>, 2011, Congresswoman Eshoo, State Senator Simitian and State Assembly Member Gordon released a statement on High-Speed Rail which included the concept of “blended service.”
- The High Speed Rail Authority Board at their May 4<sup>th</sup>, 2011 meeting directed their CEO to “suspend” work on the SF to SJ section pending clarification and further definition of blended service.
- Since that Board meeting, the Authority and Caltrain have worked together to further investigate the “blended service.”

# CALTRAIN PLANNING PROCESS

- Planning process for a vision / project for the Peninsula corridor.
- Service plans and operational analyses.
- Grade crossing and traffic analyses to identify possible upgrades.
- Engagement of cities on corridor.

## Caltrain / High –Speed Rail Blended System Planning Process *Capacity Analysis to Project Alternatives*

The following is a visual depiction of a planning process that will assist in defining a vision for modernizing the Caltrain system. The total planning effort is anticipated to span up to 2 years.

The process is focused on, first, gathering sufficient data to define the service plan options for the rail corridor, and then the tradeoffs associated with providing expanded services. The information would be used to facilitate policy discussions to inform what project alternatives would be studied environmentally before landing on a locally preferred alternative for design and construction.

Caltrain is in the process of collecting data related to the "Service Plan/ Operations Considerations" study (\*\*) and "Grade Crossing and Traffic Analysis" study (\*\*). The efforts identified in the remaining boxes are planned to be completed by summer of 2013.



## ***CALTRAIN OPERATIONAL STUDIES***

- Blended operation on the Caltrain Corridor is conceptually feasible.
- Electrified system with an advanced signal system increases the ability to support future train growth in the corridor.
- Blended system without passing tracks for train overtakes can support up to 6 Caltrain trains and 2 high speed rail trains.

## ***CALTRAIN OPERATIONAL STUDIES (CON'T)***

- Blended system with additional passing tracks for overtakes can support up to 6 Caltrain trains and 4 high speed rail trains.
- Blended operations result in non-uniform Caltrain headways.
- Increasing speeds from 79 mph to 110 decreases travel times for both rail services.
- Caltrain analysis demonstrates a “proof of concept” of blended Caltrain/HSR operation.

## ***MOU WITH BAY AREA REGIONAL PARTNERS***

- On April 12<sup>th</sup>, 2012 the Authority Board approved an MOU with Metropolitan Transportation Commission (MTC), cities of San Francisco and San Jose and regional transportation agencies. MOU includes:
  - A defined set of interrelated projects that are consistent with a blended system operation.
    - Connection to Transbay Transit Center
    - New HST stations at San Jose and Millbrae
    - Other “core capacity” projects
  - An “early investment strategy” for Caltrain corridor inclusive of electrification of Caltrain line and implementation of CBOSS PTC (Positive Train Control).

## ***PARTIALLY REVISED FINAL PROGRAM EIR***

- On April 19<sup>th</sup>, 2012 the Authority Board directed staff to:
  - Work with the appropriate local government and transportation agencies to develop a detailed description of a blended system approach.
  - Develop a second-tier, project-level EIR for the San Francisco to San Jose section of the HST system that shall be “focused solely” on a blended system approach.

## ***ENVIRONMENTAL STATUS ON SF TO SJ SECTION***

- Caltrain Electrification Project
  - Federal Transit Administration issued a Findings of No Significant Impact for the Environmental Assessment under NEPA in 2009.
  - PCJPB Board has not yet approved an Environmental Impact Report under CEQA for the proposed electrified Caltrain system.
- Authority's Environmental Process for SF to SJ
  - The Authority started its environmental evaluation of the SF to SJ section of the statewide system in January of 2009 and published its Supplemental Alternatives Analysis in August of 2010.
  - Work was suspended after Board's direction in May 2011
- Further coordination is required between Caltrain and the Authority on next steps.



## ***NEXT STEPS***

- Caltrain to complete its planning process to define blended solution (approximately a year). Authority will participate in this process.
- Caltrain and Authority will jointly develop program for completing the NEPA & CEQA environmental process.
- Staff will come before Board with recommendations for Board approval.

